Minnesota Department of Public Safety

2021 Enforcement Request for Proposal

The Minnesota Department of Public Safety (DPS), Office of Traffic Safety (OTS) is seeking proposals from law enforcement agencies to conduct a highly-visible, well-publicized traffic safety enforcement program. The grant funding will be used for overtime enforcement to address all traffic safety issues with an emphasis on impaired driving, occupant protection, speed and distracted driving.

The DPS has a mandate to promote the safety of those who use public roadways. The National Highway Traffic Safety Administration (NHTSA) provides federal funding to the OTS to design and implement public education and traffic law enforcement programs to fulfill this mandate. The OTS and NHTSA seek to support traffic safety interventions that have been proven to reduce deaths and severe injuries caused by motor vehicle crashes.

Minnesota uses an interdisciplinary approach by teaming up the 4 Es of enforcement, engineering, education and emergency medical and trauma services to implement these strategies. This traffic safety program, called Toward Zero Deaths (TZD) works to create a safe driving culture in Minnesota in which motorists support a goal of zero road fatalities by practicing and promoting safe and smart driving behavior.

2021 Enforcement Program Changes

Impaired Driving Funding
Because there is a four-way tie in the "Top 13" counties eligible to receive extra funding for impaired driving enforcement, the OTS is funding the top 15 counties that include: Anoka, Becker, Cass, Dakota, Hennepin, Olmsted, Otter Tail, Ramsey, Rice, Scott, Sherburne, Stearns, St. Louis, Washington and Wright.

Speed Funding
Counties that are at or above the state average for speed-related fatalities and serious injuries are eligible for speed enforcement funding. The counties eligible include: Anoka, Becker, Carver, Cass, Chisago, Crow Wing, Dakota, Freeborn, Goodhue, Hennepin, Itasca, Olmsted, Otter Tail, Pine, Ramsey, Scott, Sherburne, St. Louis, Stearns, Washington, Winona and Wright.

Pedestrian Enforcement
The following counties with the highest number of pedestrian fatalities and severe injuries are eligible for additional funding for high-visibility enforcement with a focus on pedestrian and motorist behavior. Those counties include: Anoka, Dakota, Hennepin, Olmsted, Ramsey, Stearns, St. Louis and Washington.

Enforcement Calendar
- *Click it or Ticket* – Because of the May seat belt campaign was postponed in May 2020, the national *Click it or Ticket* campaign was moved to November, 2020.
- Speed – To allow for flexibility in scheduling, speed shifts can be scheduled anytime in July.
- Distracted - To allow for flexibility in scheduling, distracted shifts can be scheduled anytime in April.

Phlebotomist – Overtime to pay a phlebotomist can be used for the Top 15 Counties during larger DWI enforcement details such as the Wednesday before Thanksgiving, St. Patrick's Day or other community festivals where an increase of DWI arrests are predicted.

Background
Research has consistently shown enforcement efforts alone do not have a lasting effect on driver behavior if the majority of the public is not aware of them. Combining increased enforcement with public awareness has been found to result in long-lasting improvements in driver behavior. By increasing the number of arrests and raising the perceived risk of arrest, compliance with laws is increased.

NHTSA requires the OTS to develop performance measures in key traffic safety behavior areas and report yearly on progress toward achieving our goals. These performance standards measure the level of Minnesota's success in moving the bar Toward Zero Deaths. As part of the application for the 2021 Enforcement grant, OTS requires law enforcement to create local performance measures that support the state's traffic safety goals. The statewide goals are fewer than 225 fatalities and 980 serious injuries by 2025.

Eligibility
Eligible applicants for this RFP are Minnesota cities, counties, Universities and Native American Tribes for their law enforcement agencies and the Minnesota State Patrol (MSP). Private companies and organizations are not eligible.

Applicants are encouraged to participate in all enforcement campaigns, however, participation is required in only the National campaigns. (December and Labor Day *Drive Sober or Get Pulled Over,* and November and May *Click it or Ticket*. However, if you apply for the funding and receive it, you are required to participate. See the 2021 Enforcement Calendar for specific dates). Short reports are still required to be completed by all agencies even if you elect not to participate in all grant-funded campaigns. Short reports include both on-duty and grant-funded activity.

Campaigns are focused enforcement activity, e.g. seat belt enforcement that is scheduled during a specific time period defined on the Enforcement Calendar. These campaigns include earned media before and/or after each enforcement time period.

Multiple counties, as well as a county and multiple cities within that county, may partner to apply for one grant. The OTS will issue a maximum of one enforcement grant per county with the exception of Hennepin and St. Louis Counties; five grants are allowed for Hennepin County and two for St. Louis County. Each applicant must partner with at least one agency. No single agency applications will be accepted, unless a partner agency is not an option.

High-visibility enforcement is strongly encouraged to single-agency grants by working with on-duty squads and the Minnesota State Patrol. Individual agency grants will be evaluated based on data analysis from County Specific Fact Sheets on a case-by-case basis.

The application must indicate which law enforcement agency will be the fiscal agent and administrator of the grant. This agency must obtain a resolution from their city council or county board authorizing them to participate in the grant and indicate who is authorized to sign the grant agreement unless the officials below are signing the grant agreement:
- Statutory Cities - Mayor and City Clerk
- Counties - Board Chair and Clerk of the Board

If the application is accepted, the fiscal agent will be responsible for compiling information from their partners and submitting plans, reports, and invoices to the OTS. The partner agencies are responsible for reporting their enforcement activity on a short report on the OTS website after designated campaigns on the enforcement calendar, and for providing timely information to the fiscal agency.

Impaired Driving Funding
The following counties with the highest number of alcohol-related fatalities and severe injuries are eligible for additional funding for sustained, year-round impaired driving enforcement: Anoka, Becker, Cass, Dakota, Hennepin, Olmsted, Otter Tail, Ramsey, Rice, Sherburne, Scott, Stearns, St. Louis, Washington and Wright.

Agencies not listed in the "Top 15" counties can use up to 15 percent of their impaired driving enforcement budget to schedule events during celebrations that have a history of increased alcohol consumption. These events can be specific to a community, or specific days such as the Wednesday before Thanksgiving, St. Patrick's Day, Super Bowl, or other significant event. For example, if a city has a festival that has a history of increased impaired drivers, other city or county agencies in the grant can work that event for enhanced enforcement. Before scheduling the event, review the County Specific Fact Sheets and schedule according to higher than average fatal and serious injury crash rates.

Speed Funding
Only the counties that are at or above the state average for speed-related fatalities and serious injuries are eligible for speed enforcement funding. The counties eligible include: Anoka, Becker, Carver, Cass, Chisago, Crow Wing, Dakota, Freeborn, Goodhue, Hennepin, Itasca, Olmsted, Otter Tail, Pine, Ramsey, Scott, Sherburne, St. Louis, Stearns, Washington, Winona and Wright.

Seat belt Enforcement
According to 2014-2018 Minnesota Seat Belt Facts, of the 1,324 vehicle occupants killed, only 690 (52 percent) were known to be belted; and during this period, 226 motorists were killed during nighttime hours (9 p.m. – 3 a.m.), and only 84 (37 percent) of these victims were known to be belted. To enhance nighttime enforcement, grantees should schedule 50 percent of the enforcement after 1600 hours during the May campaign.

Because Minnesota crash data supports the need for additional seat belt enforcement, seat belt details can be scheduled any time during the grant year if funding is available and the grantee has scheduled a minimum of 80 percent of the seat belt shifts during November, May and September campaigns. The additional seat belt details must not be scheduled during calendar-specific campaigns (impaired, distracted, speed or Move Over). Grantees using the additional 20 percent should review the County Specific Fact Sheets and schedule events during higher than average fatal and serious injury crash rates. The OTS encourages agencies to partner with local and regional groups for corridor enforcement.

Additional seat belt enforcement efforts must follow the same high-visibility requirements and coordinated with the Minnesota State Patrol to create general deterrence and ultimately change driver behavior. Because paid media and statewide media relations activity for occupant protection will only occur during the November, May and September *Click it or Ticket* campaign, grantees electing to schedule additional seat belt enforcement campaigns must implement an education plan outlined in the application (i.e., social media, news release, local electronic message boards, etc.) to compliment the enforcement. Because all enforcement activity is captured in ROAR, the OTS coordinator will review the extra seat belt efforts in the quarterly report.

Pedestrian Enforcement
According to 2014-2018 crash facts, pedestrian deaths made up 11 percent of the overall fatalities. The contributing factors are matched at approximately 50 percent being attributed to the motorist and 50 percent being attributed to the pedestrian.

To help combat pedestrian fatalities, the following counties with the highest number of pedestrian fatalities and severe injuries are eligible for additional funding for high-visibility enforcement with a focus on pedestrian and motorist behavior. Those counties include: Anoka, Dakota, Hennepin, Olmsted, Ramsey, Stearns, St. Louis and Washington. Refer to the Worst Ranked Counties for Pedestrian Fatalities and Serious Injuries: 2014-2018 document at the end of the RFP.

Application Evaluation Process
Each application will be reviewed by the enforcement coordination team at the OTS. Grant-funded enforcement performance from past grants will be evaluated (ROAR) and county crash data will be considered (County Population Baseline Performance Measures). The percentage of DWI arrests using eCharging for each agency will be considered in the evaluation process. The work plan, media plan and budget will also be evaluated as to how well the application addresses the area's particular crash problem. Keep in mind, all grant-funded enforcement is required to be high-visibility enforcement (HVE), so the publicity portion is very important and should be as detailed as possible.

Funding Available and General Funding Rules
The grant will begin Oct. 1, 2020, and end Sept. 30, 2021. Grant applications must be submitted to the OTS via E-Grants by 5 p.m. Monday, July 6, 2020. Grant funds are to be used for enhanced enforcement and must ultimately increase an agency's overall budget. The grant funds are available on a reimbursement basis. As a result, applicant agencies must have "start-up" funds. The fiscal agency will submit a single invoice for all law enforcement agencies participating and reimburse partner agencies after receiving payment from the OTS.

Reimbursement of Funds - The majority of funds (at least 92 percent) must be used for overtime enforcement hours. Grant funding cannot be used to fund enforcement and dispatch activity that is regularly scheduled work; it must be used for additional costs to the department due to the enhanced patrolling efforts.
- Comp time - Since there is no way of knowing when the officer will use comp time, it is not allowed for grant-funded shifts. Reimbursement for grant activities must be paid during the current federal fiscal year.
- Part-time officers – Straight time, rather than overtime will be paid depending on the bargaining unit or contractual requirements.
- Holiday Pay - When an officer works on a holiday and contractually receives double time and a half for each hour worked, OTS will reimburse time and a half with the remaining charges being reimbursed by the agency. Agencies cannot create special rates for working grant-funded shifts; reimbursements will be based on the officer's regular rate of pay or overtime as applicable.
- Vacation time - if an officer is being paid vacation time or other leave pay (paid for by their agency), they are not eligible to work federally-funded grant shifts.

Dispatch, Administration, Corrections Assistance or Phlebotomist time
A total of eight percent of the total enforcement grant funding can be used for the reimbursement of Dispatch and Administration to perform the duties of grant-related work. If you are in one of the "Top 15 Counties" requesting Corrections Assistance or time spent for a phlebotomist, an additional two percent can be used for a total of 10 percent of the grant funding.

- Administration **–** Grants that include five or more agencies, or who are in the "Top 15" for impaired driving, are eligible to receive reimbursement for administrative duties of the grant. Administrative hours must be overtime.
- Dispatch - Dispatch costs must be overtime hours to be eligible for reimbursement.
- Corrections Assistance or Phlebotomist for Counties in the Top 15 **–** Corrections assistance or phlebotomist's time can be used for larger DWI enforcement details such as the Wednesday before Thanksgiving, St. Patrick's Day, Super Bowl, fishing or hunting openers or other community festivals with a proven history with a large number of DWI arrests. Corrections assistance can be an extra jailer or driver of a transport vehicle. Corrections assistance must be overtime hours to be eligible for reimbursement.

Match
Expenses that are paid for with state, county, municipal and/or private funding demonstrate a vested interest and commitment to the program and should be reported. Agencies should claim matching funds such as:
- Squad car mileage costs as operating expenses (the number of miles driven are reported in ROAR)
- On-duty enforcement dedicated to a high-visibility event
- Agency-funded administrative costs for scheduling, and paperwork for reporting and invoicing
- Time to do public information and outreach

- Time spent at grantee meetings with OTS
- Training time related to the grant training requirements
- Time spent at the TZD Conference

Fringe Rates
The Office of Traffic Safety reimburses fringe rates that include the combination of:
1. PERA – 17.7% effective Jan. 1, 2020)
   See page 2 in the [PERA Police and Fire Handbook](#).
2. Medicare – 1.45% (current IRS rate for all agencies)
   https://www.irs.gov/taxtopics/tc751.html
3. Worker's Compensation – this is determined by each agency.

Enforcement Campaigns
Combining increased enforcement with public awareness has been found to result in long-lasting improvements in driver behavior. Paid media advertisements will focus on key messages about impaired driving, occupant protection, speed and distraction during the campaigns. OTS requests that an event be scheduled on the first day of enforcement to coincide with paid media.

The OTS requires all multiple-jurisdiction grants to be high-visibility enforcement. High-visibility enforcement is strongly encouraged to single-agency grants by working with on-duty squads and the Minnesota State Patrol. Traffic enforcement makes a bigger and more memorable impact on the public when they see more than one squad on a single roadway in close proximity. For OTS purposes, high-visibility enforcement is defined as more than one squad in relatively close proximity on a single roadway; for jurisdictions with higher populations and number of officers, OTS expects more than three squads to make up high-visibility enforcement. The fewer vehicles used, the shorter the roadway segment should be. Multiple agencies should work together in the designated area.

The OTS encourages coordination and scheduling events with the Minnesota State Patrol in each jurisdiction. The OTS encourages grantees to wear their department-issued traffic vests for safety.

Review your local crash data to determine when and where the majority of your county's fatal and serious injury crashes occur. This will help to determine your enforcement to make the biggest impact on the most people. If your county's data differs from statewide data, contact your grant coordinator to discuss changes to your work plan.

<u>Reporting Requirements</u>
Short Reports are required to be completed by each agency on the following schedule:

- Dec. 4, 2020: Belt/child restraints from Nov. 16-29, 2020
- Jan. 4: DWI arrests, highest B.A.C., from Nov. 25 - Dec. 31, 2020
- May 5: Wireless communication citations, from April 5-30, 2021
- June 11: Belt/child restraint citations from May 24– June 6, 2021
- Aug. 5: Speed citations from July 1-31, 2021
- Sept. 10: DWI arrests, highest B.A.C., from Aug. 20 - Sept. 6, 2021
- Oct. 7: Seat belt/child restraint citations from Sept. 19-30, 2021

Invoices and Progress Reports (Officer Activity Summary Reports from ROAR) are required to be submitted via E-grants to the OTS on the following schedule:

- Jan. 18, 2021: All project activity between Oct. 1 and Dec. 31, 2020
- April 19, 2021: All project activity between Jan. 1 and March 31, 2021
- July 19, 2021: All project activity between April 1 and June 30, 2021
- Oct. 18, 2021: All project activity between July 1 and Sept. 30, 2021

<u>Final Report Requirement</u>
A final Report is due Oct. 18, 2021, and should include the following:

- Review of the enforcement activity
- Review of the budget
- Review of the performance measures
- Describe successes and challenges

Media and Community Outreach Requirement
High-visibility enforcement, media relations, and community education are key factors in the success of the program. It is important to have a plan for public information and media activities to ensure the plan is executed. Roadway signs, coasters, posters and electronic message boards are some of the ways to increase the awareness of the enforcement campaign. Collateral materials are available on the OTS Website under [Law Enforcement Partners](#).

If there is an active Safe Roads or Safe Communities coalition in your grant's jurisdiction, the OTS encourages law enforcement to participate in coalition activities and meetings, however, time to attend meetings and activities cannot be reimbursed through the Enforcement grant.

Training Requirements

Officers working overtime enforcement funded by this grant must have completed the following training prior to working:

- NHTSA's 16-hour Standardized Field Sobriety Testing (SFST) course
- NHTSA's Advanced Roadside Impaired Driving Enforcement (ARIDE) or Drugs That Impair Driving (DTID)
- Minnesota's Occupant Protection Usage and Enforcement (OPUE) course

Refreshers

Officers who last completed an SFST course of any kind before October 1, 2015, must complete an SFST Update class, the online ARIDE course and the online OPUE by Oct. 1, 2020.

ARIDE Online – 6 POST credits

This course will instruct officers on the difference between alcohol and drug impaired drivers; how they are detected and what can be expected. Officers will learn the observable signs of seven major drug categories, medical conditions that mimic drug influence, and what they will see when they encounter drivers under the influence of specific drugs. This course may be used as ARIDE refresher.

- Course access instructions
- Frequently asked questions.

OPUE Online

This online curriculum is only necessary for people who had the classroom training more than five years ago or have never taken OPUE at all.

Quick Reference Guide:

Course	Length	Type
Standardized Field Sobriety Testing (SFST)	16 hours	classroom
Drugs That Impair Driving (DTID) - offered until Sept. 30, 2015 **OR** Advanced Roadside Impaired Driving Enforcement (ARIDE) replaced DTID on Oct. 1, 2015	6 or 8 hours 10 hours	classroom classroom
Occupant Protection Usage and Enforcement (OPUE)	3 hours	Classroom (until Oct. 1, 2015)

Effective Oct. 1, 2015, training courses are required to be refreshed _within_ five years of their previous training date.

Course	Length	Type
Standardized Field Sobriety Testing (SFST)	4 hours	classroom
Advanced Roadside Impaired Driving Enforcement (ARIDE)	5 hours	online
Occupant Protection Usage and Enforcement (OPUE)	3 hours	online

Real-Time Officer Activity Reporting (ROAR)
Enforcement events are required to be entered into ROAR according to the dates indicated on the [Enforcement Calendar](). Agency-funded shifts during the campaign can be used as enforcement match, however, ROAR should not be used for agency only funded events. Impaired driving and seat belt events are the only events that can be scheduled outside the [Enforcement Calendar]() unless approved by your OTS grant coordinator.

15-Minute Rule - If an officer backs up a law enforcement partner during a call for service, which exceeds 15 minutes, the officer must close their ROAR log. A new log must be created when the officer returns to their shift. Enforcement activity not related to traffic safety is an unallowable expense.

DWI eCharging
Benefits:
- Law enforcement – helps to quickly and accurately complete forms required for a DWI arrest.
- Prosecutors – provides for accurate charging information that leads to successful prosecution of DWI cases.
- Driver and Vehicle Services – automatically revokes an offender's driving privileges within 24 hours of publishing the DWI information.
- Office of Traffic Safety – provides DWI arrest data that helps with problem identification and media outreach.
- Traffic Safety – provides swift certain sanctions, which is known to change behavior.

For the above reasons, the OTS requires that DWIs written by an agency in an OTS Enforcement Grant be processed using the DWI eCharging system. If you have questions regarding the system or would like to schedule training, contact Mike Asleson, DWI eCharging Deployment Manager at the Bureau of Criminal Apprehension at, (651) 793-2448; or mike.asleson@state.mn.us.

DWI Dashboard
Maps DWI's, severe and fatal crashes throughout Minnesota which helps law enforcement agencies coordinate and plan enforcement efforts. DWI Dashboard can be found on MyBCA.

Meeting Requirement
Grantees are required to meet with their OTS grant coordinator at the beginning of the grant year. Quarterly meetings, at a minimum, provide an opportunity to review grant activity, discuss ways of improving the program and plan activity. It encourages partners to take ownership of the program and may stimulate new ideas for saving lives on Minnesota's roadways.

TZD Conference
The [TZD Conference]() will be held Oct. 19-21, 2020, in Duluth, Minnesota. All agencies are invited to send a representative to the conference. There will be a grantee session that will be held the night before the conference begins. Details about the time and location will be given closer to the conference date. Suggestions for topics to cover at that session are welcome and encouraged.

Attendees are responsible for registering themselves for the conference and reserving their own hotel room at the conference rate. The OTS will reimburse hotel costs up to $140 per night, and the pay for the registration fee for one person from each agency in the grant. When the officer's agency is further than 60 miles from the conference, OTS will reimburse up to two nights. When the officer's agency is between 35-60 miles from the conference, OTS will reimburse for one night. OTS will not pay for hotel costs for officers whose agency is 35 miles or less from the conference. Attendees are responsible for registering themselves for the conference and reserving their own hotel room at the conference rate. Hotel costs will be reimbursed on the first quarter invoice submitted by the fiscal lead. If an officer registers for the conference and makes a hotel reservation, but does not attend, the costs of the hotel room will not be reimbursed.

Resolution Process
Before a grant may be executed, the lead agency mentioned in the application must provide the OTS with a resolution from the appropriate city council or county board authorizing its participation in the program. Legal signatures for a city are the Mayor and City Clerk (M.S. 412.201): for a county are the Board Chair and Clerk of County Board (M.S. 375.13); or individual(s) named in resolution approved by appropriate City Council or County Board.

The sample resolution will ensure acceptability by OTS and quicker processing of awarded grants. Including a grant dollar amount in the resolution will cause problems if the amount awarded is different than the amount requested. If your council or board requires a specific amount, have the words "or a lesser amount as awarded by the Department of Public Safety" added after the amount is specified. Including the proper name of an authorized official, rather than just a title, will cause problems if the person in that position or office changes. If your council or board requires a specific name as well as title, have the words "and (his or her) successor (on staff or in office)" added after the name is specified.

Example
RESOLUTION AUTHORIZING EXECUTION OF AGREEMENT

Be it resolved that (Name of Your Agency) enter into a grant agreement with the Minnesota Department of Public Safety, for traffic safety enforcement projects during the period from October 1, 2020 through September 30, 2021.

(Title of Lead Agency Authorized Official) is hereby authorized to execute such agreements and amendments as are necessary to implement the project on behalf of (Name of Lead Agency) and to be the fiscal agent and administer the grant.

(Signature block example – other formats for certifying a resolution has been adopted are permitted. In addition, you could instead provide a copy of official minutes of council meeting at which the resolution was approved.)

I certify that the above resolution was adopted by the (City Council or County Board) of City/County on (Date).

SIGNED: WITNESSETH:

_____   _____
(Signature)   *(Signature)*

City Mayor*   City Clerk*
_____   _____
(Title)   *(Title)*

_____   _____
(Date)   *(Date)*
  *or individual(s) named in approved resolution.

Termination of a Grant
A grant may be cancelled by the OTS if any of the following occur:
- The grantee failed to have activity during a complete quarter unless approved in advance by the OTS grant coordinator (except during the second quarter where no enforcement campaigns are scheduled). The OTS understands that training needs may temporarily delay activity.
- The Financial Status Reports (invoices) were submitted one month late at least two times during the grant year unless the grantee was given prior approval from the OTS coordinator
- Two Financial Status Reports were submitted that included ineligible costs.
- Other breaches of laws, requirements, rules or procedures by the grantee.

A grantee is responsible for letting the OTS coordinator know whenever the project director will be away from work for fourteen consecutive days or more and for providing the coordinator with contact information on an interim project director during that time period.

These rules will not be in effect in the case of a grantee agency affected by an emergency or natural disaster (such as a major fire, flood or tornado). Having a critical staff person or project director quit or otherwise leave is not a natural disaster. If a critical person leaves, the grantee is responsible for notifying their OTS coordinator and working out a timeline by which duties, reports, and invoices will be resumed with him or her and obtaining that coordinator's written approval of the plan.

Proposal Package Checklist
The application is completed in DPS' Web-based E-Grants system and includes:
- Agency Information
- Grant Information and Work Plan
  - Enforcement Plan (attach applicable work plan)
    - ✓ Enforcement Work Plan A; or
    - ✓ Enforcement Work Plan B
- Certification that the applicant agrees to the Program Guidelines, Terms and Conditions, and Federal Audit Requirements
- Budget
- Signature Option

Negotiations on applications may occur; clarification may be needed, hours, plans, or budgets may be modified. Applications must be submitted to the OTS via E-Grants by 5 p.m. on Monday, July 6, 2020.

Questions regarding the application and evaluation process must be directed to [Shannon Grabow](), by 8 a.m., June 18, 2020. Answers to questions that are not specific to a proposal will be posted to the OTS [Website]() within approximately three business days.

Grant Application Instructions
Responses to the RFP will be submitted as an application through E-Grants. If you are new to the system click on the New User link, on the E-Grants log in page, fill out the form and save. Your request will be reviewed by DPS within a day or two. Instructions on how to use E-Grants are located on the E-Grants home page under Training Materials.

Complete the following sections in the application:

Agency Information - Complete the form in E-Grants
The fiscal lead of the grant is the agency that is applying to enter into the grant agreement with the OTS and is the legal applicant responsible for fiscal oversight of the project.

Grant Information and Work Plan - Complete the form and upload work plan in E-Grants
Complete the grant information such as the population of the jurisdictions served, number of eligible officers from each agency who have completed the required training or will have done so by the beginning of the grant, project director information, planned media activity, and plans for organizing meetings and briefings prior to high-visibility enforcement time periods.

The enforcement work plan will assist in creating an enforcement plan and budget. All law enforcement agencies in the grant should have input and agree to the enforcement plan prior to submitting the grant application.

Select one of the following work plans (described in detail below); once completed, upload it to E-Grants.

Enforcement Plans
Enforcement Work Plan A: This is for grantees not included in the 15 counties with the highest number of alcohol-related fatalities and severe injuries. Use the following instructions to complete the work plan:
    Performance Measures Tab
    Complete all tan cells as indicated in the worksheet.

    Impaired Driving Tab
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 3 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.
- Step 4 – Enter the length of shifts for DWI Hours outside the OTS Enforcement Calendar. This can be for community festivals or events. The maximum hours allowed cannot exceed 10 percent of the total DWI hours. These hours must be after 4 p.m., unless approved by the OTS enforcement coordinator.

    Seat Belt Tab
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 3 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

    Speed Tab (*For the eligible counties named in County Population Baseline Performance Measures*)
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 4 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Distracted Tab</u>
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 4 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Move Over Tab</u>
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event.
- Step 4 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Budget Tab</u>
The overtime enforcement funding amount and total hours of overtime enforcement will automatically calculate based on the information entered. To create the final totals, fill in the tan cells for administration and dispatch. Grant applications with five or more partner agencies are eligible to receive administration funding. The amount listed in administration and dispatch can be no more than the maximum amount listed on the budget tab (eight percent of the total enforcement budget).

- <u>Administration</u> **–** Up to three percent of the requested enforcement funding can be used to reimburse overtime spent on the administration of the grant. It is important to discuss how this administration funding will be used with your grant partners.
- <u>Dispatch</u> - The remaining amount of the eight percent can be used for dispatch. Dispatch costs must be overtime hours to be eligible for reimbursement.

[Enforcement Work Plan B](#): This is for the 15 counties with the highest number of alcohol-related deaths and serious injuries. This option allows for planning of all enforcement campaign and year-long impaired driving enforcement. These counties include: Anoka, Becker, Cass, Dakota, Hennepin, Olmsted, Otter Tail, Ramsey, Rice, Scott, Sherburne, Stearns, St. Louis, Washington and Wright.

Applicants from these counties that apply for additional DWI funding must sustain an impaired driving enforcement effort throughout the year. These efforts must increase in months when alcohol-related fatalities and severe injuries occur more frequently. A minimum of three events must be scheduled in both the December and Labor Day campaigns. Use the following instructions to complete the work plan:

<u>Performance Measures Tab</u>
Complete all yellow cells as indicated in the worksheet.

<u>Comparative Report Tab</u>
Complete all yellow cells as indicated in the worksheet. Use the [Comparative Report](#) table to complete the "Prior Year Stops Per Hour."

<u>Impaired Driving Tab</u>
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 3 – Verify that the number of total hours are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Seatbelt Events Tab</u>
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 3 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Speed Tab</u> (*For the eligible counties named in County Population and Baseline Performance Measures)*
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 4 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Distracted Tab</u>
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 3 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Move Over Tab</u>
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event.
- Step 3 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Pedestrian Tab</u> (*Anoka, Dakota, Hennepin, Olmsted, Ramsey, St. Louis, Stearns and Washington counties only)*
- Step 1 – Enter the average hourly overtime rate including fringe benefits of officers that will be working the grant-funded shifts.
- Step 2 – Enter the length of shifts, number of officers working each event and number of events.
- Step 4 – Verify that the number of hours per campaign are realistic for all partner agencies in the grant. If it seems too high or too low, adjust the number of events and/or officers per event as needed.

<u>Budget Tab</u>
The overtime enforcement funding amount and total hours of overtime enforcement will automatically calculate based on the information entered. To create the final totals, fill in the tan cells for administration dispatch and corrections assistance. The funding amount listed in administration, dispatch and corrections assistance can be no more than ten percent of the total enforcement budget.

- <u>Administration</u> **-** Up to three percent of the requested enforcement funding can be used to reimburse overtime spent on the administration of the grant.
- <u>Dispatch</u> **-** Dispatch costs must be overtime hours to be eligible for reimbursement.
- <u>Corrections Assistance</u> – Corrections assistance can be used for larger DWI enforcement details such as the Wednesday before Thanksgiving, St. Patrick's Day, Super Bowl, fishing opener or other community festivals. Corrections assistance can be an extra jailer or driver of a transport vehicle. These dates must be specified in the work plan. Corrections assistance must be overtime hours to be eligible for reimbursement.
- <u>Phlebotomist</u> – Overtime to pay a trained phlebotomist from your grant group can be used during larger DWI enforcement details such as the Wednesday before Thanksgiving, St. Patrick's Day or other community festivals where an increase of DWI arrests are predicted.

The legal applicant must acknowledge that the following documents that are attached to this Request for Proposal have been read in their entirety. E-Grants does not require a signature, but by checking the box in front of each document listed, the applicant indicates they have read them and agree with the information, terms, and conditions in the documents.

These documents will be incorporated into the grant agreement if funds are awarded to the fiscal agency. The documents include the following:
- Grant Program Guidelines (Attachment A)
- Terms and Conditions (Attachment B)
- Federal Audit Requirements (Attachment C)
- Approved Work Plan
- Approved Budget

Risk Assessment - Complete the form in E-Grants
The federal government now requires a pre-award risk assessment for all grant applications.

Budget Summary
This page is populated from the information entered into the budget in E-Grants

Budget
These budget amounts from the work plan must be entered into the budget page in E-Grants. In E-Grants, there are two amounts to enter for each budget item. One is the budgeted amount and the other is the amount for match; funding provided by local agencies for costs not covered by the grant including mileage. Fill in a $0.00 in the match line, but you will still be able to report match during the quarterly invoicing process.

Funding for the campaigns comes from different sections of the federal law authorizing money to be spent. As a result, impaired driving, seat belt, speed, and distracted driving enforcement funding are listed separately in the budget in E-Grants. It is important that each program area's enforcement activity is kept separate throughout the life of the grant and that invoices reflect the overtime enforcement activity that supports each program area.

Signature Option
The DPS allows acceptance of grant agreements and amendments using several signature options. Indicate the type of signature you will use to sign the grant agreement if funds are awarded.

Comparative Report - Average Stops per Hour
FFY 2019 data from ROAR

County Population and Baseline Performance Measures 2014-2018										
87 Counties	All Fatalities and Serious Injuries		Speeding Related Fatalities and Serious Injuries		Distraction Related Fatalities and Serious Injuries		Alcohol Related Fatalities and Serious Injuries		Unbelted Fatalities and Serious Injuries	
County	Total	Avg. per Year	Total	Avg. per Year	Total	Avg. per Year	Total	Avg. per Year	Total	Avg per. Year
Aitkin	59	11.8	22	4.4	12	2.4	15	3.0	12	2.4
Anoka	574	114.8	89	17.8	72	14.4	123	24.6	50	10.0
Becker	110	22.0	29	5.8	24	4.8	39	7.8	29	5.8
Beltrami	97	19.4	16	3.2	13	2.6	32	6.4	20	4.0
Benton	80	16.0	11	2.2	12	2.4	19	3.8	13	2.6
Big Stone	13	2.6	3	0.6	1	0.2	9	1.8	7	1.4
Blue Earth	135	27.0	18	3.6	23	4.6	29	5.8	21	4.2
Brown	45	9.0	17	3.4	8	1.6	11	2.2	8	1.6
Carlton	81	16.2	21	4.2	7	1.4	13	2.6	15	3.0
Carver	135	27.0	30	6.0	20	4.0	29	5.8	20	4.0
Cass	110	22.0	29	5.8	16	3.2	40	8.0	25	5.0
Chippewa	30	6.0	9	1.8	6	1.2	11	2.2	10	2.0
Chisago	111	22.2	31	6.2	15	3.0	33	6.6	22	4.4
Clay	71	14.2	16	3.2	8	1.6	16	3.2	13	2.6
Clearwater	20	4.0	4	0.8	6	1.2	5	1.0	6	1.2
Cook	18	3.6	7	1.4	3	0.6	7	1.4	4	0.8
Cottonwood	31	6.2	2	0.4	5	1.0	10	2.0	11	2.2
Crow Wing	153	30.6	33	6.6	24	4.8	36	7.2	21	4.2
Dakota	532	106.4	107	21.4	64	12.8	90	18.0	52	10.4
Dodge	33	6.6	13	2.6	6	1.2	8	1.6	8	1.6
Douglas	94	18.8	19	3.8	11	2.2	18	3.6	24	4.8
Faribault	39	7.8	17	3.4	7	1.4	10	2.0	18	3.6
Fillmore	50	10.0	6	1.2	8	1.6	23	4.6	7	1.4
Freeborn	76	15.2	24	4.8	4	0.8	16	3.2	14	2.8
Goodhue	134	26.8	24	4.8	19	3.8	25	5.0	23	4.6
Grant	15	3.0	3	0.6	2	0.4	2	0.4	6	1.2
Hennepin	1,783	356.6	348	69.6	194	38.8	362	72.4	153	30.6
Houston	31	6.2	3	0.6	3	0.6	4	0.8	5	1.0
Hubbard	63	12.6	23	4.6	10	2.0	16	3.2	12	2.4
Isanti	107	21.4	18	3.6	16	3.2	23	4.6	22	4.4
Itasca	108	21.6	32	6.4	23	4.6	26	5.2	24	4.8
Jackson	33	6.6	8	1.6	3	0.6	5	1.0	7	1.4
Kanabec	43	8.6	5	1.0	12	2.4	9	1.8	14	2.8
Kandiyohi	114	22.8	22	4.4	24	4.8	23	4.6	23	4.6
Kittson	10	2.0	3	0.6	4	0.8	4	0.8	4	0.8
Koochiching	19	3.8	7	1.4	2	0.4	5	1.0	4	0.8
Lac Qui Parle	12	2.4	2	0.4	3	0.6	3	0.6	1	0.2

County Population and Baseline Performance Measures 2014-2018										
87 Counties	All Fatalities and Serious Injuries		Speeding Related Fatalities and Serious Injuries		Distraction Related Fatalities and Serious Injuries		Alcohol Related Fatalities and Serious Injuries		Unbelted Fatalities and Serious Injuries	
County	Total	Avg. per Year	Total	Avg. per Year	Total	Avg. per Year	Total	Avg. per Year	Total	Avg per. Year
Lake	47	9.4	14	2.8	9	1.8	9	1.8	6	1.2
Lake of Woods	7	1.4	1	0.2	2	0.4	3	0.6	1	0.2
Le Sueur	54	10.8	12	2.4	11	2.2	14	2.8	9	1.8
Lincoln	13	2.6	5	1.0	3	0.6	3	0.6	1	0.2
Lyon	66	13.2	11	2.2	6	1.2	20	4.0	13	2.6
Mcleod	82	16.4	11	2.2	20	4.0	18	3.6	19	3.8
Mahnomen	20	4.0	3	0.6	2	0.4	10	2.0	8	1.6
Marshall	18	3.6	4	0.8	3	0.6	3	0.6	3	0.6
Martin	59	11.8	14	2.8	8	1.6	20	4.0	13	2.6
Meeker	55	11.0	13	2.6	4	0.8	21	4.2	11	2.2
Mille Lacs	74	14.8	16	3.2	9	1.8	21	4.2	16	3.2
Morrison	105	21.0	16	3.2	7	1.4	35	7.0	25	5.0
Mower	46	9.2	8	1.6	10	2.0	6	1.2	6	1.2
Murray	23	4.6	2	0.4	0	0.0	4	0.8	7	1.4
Nicollet	62	12.4	14	2.8	16	3.2	13	2.6	10	2.0
Nobles	31	6.2	6	1.2	3	0.6	8	1.6	9	1.8
Norman	18	3.6	2	0.4	2	0.4	5	1.0	1	0.2
Olmsted	255	51.0	39	7.8	28	5.6	50	10.0	42	8.4
Otter Tail	137	27.4	24	4.8	15	3.0	39	7.8	29	5.8
Pennington	32	6.4	9	1.8	1	0.2	7	1.4	8	1.6
Pine	112	22.4	33	6.6	10	2.0	35	7.0	20	4.0
Pipestone	22	4.4	5	1.0	0	0.0	8	1.6	5	1.0
Polk	71	14.2	9	1.8	15	3.0	15	3.0	21	4.2
Pope	23	4.6	6	1.2	4	0.8	10	2.0	7	1.4
Ramsey	641	128.2	166	33.2	62	12.4	153	30.6	55	11.0
Red Lake	9	1.8	3	0.6	0	0.0	4	0.8	0	0.0
Redwood	47	9.4	11	2.2	10	2.0	8	1.6	14	2.8
Renville	43	8.6	15	3.0	8	1.6	14	2.8	17	3.4
Rice	127	25.4	17	3.4	15	3.0	40	8.0	17	3.4
Rock	27	5.4	6	1.2	3	0.6	5	1.0	6	1.2
Roseau	34	6.8	8	1.6	10	2.0	5	1.0	12	2.4
St. Louis	345	69.0	91	18.2	48	9.6	96	19.2	68	13.6
Scott	210	42.0	45	9.0	22	4.4	39	7.8	26	5.2
Sherburne	192	38.4	39	7.8	30	6.0	54	10.8	16	3.2
Sibley	58	11.6	10	2.0	13	2.6	11	2.2	11	2.2
Stearns	254	50.8	58	11.6	36	7.2	60	12.0	33	6.6
Steele	78	15.6	14	2.8	10	2.0	15	3.0	16	3.2

County Population and Baseline Performance Measures 2014-2018										
87 Counties	All Fatalities and Serious Injuries		Speeding Related Fatalities and Serious Injuries		Distraction Related Fatalities and Serious Injuries		Alcohol Related Fatalities and Serious Injuries		Unbelted Fatalities and Serious Injuries	
County	Total	Avg. per Year	Total	Avg. per Year	Total	Avg. per Year	Total	Avg. per Year	Total	Avg per. Year
Stevens	19	3.8	4	0.8	1	0.2	7	1.4	5	1.0
Swift	35	7.0	8	1.6	3	0.6	17	3.4	13	2.6
Todd	62	12.4	13	2.6	13	2.6	22	4.4	13	2.6
Traverse	4	0.8	1	0.2	0	0.0	1	0.2	0	0.0
Wabasha	51	10.2	10	2.0	9	1.8	10	2.0	6	1.2
Wadena	42	8.4	9	1.8	5	1.0	14	2.8	12	2.4
Waseca	40	8.0	11	2.2	7	1.4	10	2.0	11	2.2
Washington	252	50.4	52	10.4	41	8.2	64	12.8	28	5.6
Watonwan	30	6.0	4	0.8	7	1.4	5	1.0	7	1.4
Wilkin	19	3.8	10	2.0	3	0.6	10	2.0	8	1.6
Winona	109	21.8	35	7.0	12	2.4	25	5.0	20	4.0
Wright	220	44.0	34	6.8	24	4.8	42	8.4	28	5.6
Yellow Medicine	26	5.2	3	0.6	4	0.8	5	1.0	10	2.0
State Avg	9,575	22.0	2,025	4.7	1,274	2.9	2,262	5.2	1,470	3.4

Rank	County	All Deaths	Drunk Driving-Related Deaths	All Suspected Serious Injuries	Alcohol-Related Suspected Serious Injuries	All Deaths & Suspected Serious Injuries	All Drunk Driving-Related Deaths & Alcohol-Related Suspected Serious Injuries
	Worst Alcohol-Related Counties, 2014-2018						
1	Hennepin	214	76	1569	278	1783	354
2	Ramsey	81	26	560	125	641	151
3	Anoka	92	27	482	88	574	115
4	St. Louis	77	28	268	66	345	94
5	Dakota	77	18	455	71	532	89
6	Washington	45	13	207	50	252	63
7	Stearns	55	8	199	51	254	59
8	Sherburne	40	9	152	44	192	53
9	Olmsted	47	9	208	39	255	48
10	Wright	43	13	177	28	220	41
11	Rice	23	6	104	34	127	40
12	Cass	32	16	78	23	110	39
13	Becker	26	14	84	25	110	39
14	Scott	38	11	172	28	210	39
15	Otter Tail	25	7	112	32	137	39
5-year, 15-County Totals		915	281	4,827	982	5,742	1,263
% of 5-year MN Totals		48%	52%	63%	59%	60%	57%
16	Crow Wing	39	8	114	28	153	36
17	Pine	36	17	76	18	112	35
18	Morrison	33	8	72	25	105	33
19	Chisago	33	8	78	24	111	32
20	Beltrami	24	7	73	23	97	30
21	Carver	26	8	109	20	135	28
22	Blue Earth	30	4	105	23	135	27
23	Itasca	21	9	87	17	108	26
23	Winona	22	6	87	19	109	25
25	Kandiyohi	28	7	86	16	114	23
26	Fillmore	14	5	36	18	50	23
27	Goodhue	35	6	99	16	134	22
27	Todd	10	4	52	18	62	22
29	Mille Lacs	27	9	47	11	74	20
30	Isanti	39	7	68	13	107	20
30	Lyon	16	3	50	17	66	20
32	Martin	7	3	52	17	59	20
32	Meeker	17	6	38	13	55	19
34	Douglas	23	7	71	11	94	18
35	Swift	13	9	22	8	35	17
36	Mcleod	16	8	66	9	82	17
37	Benton	22	6	58	11	80	17
38	Freeborn	12	3	64	13	76	16
39	Aitkin	24	5	35	10	59	15
40	Polk	20	5	51	10	71	15
41	Hubbard	14	4	49	11	63	15
42	Le Sueur	15	5	39	9	54	14
43	Clay	16	3	55	11	71	14

Rank	County	All Deaths	Drunk Driving-Related Deaths	All Suspected Serious Injuries	Alcohol-Related Suspected Serious Injuries	All Deaths & Suspected Serious Injuries	All Drunk Driving-Related Deaths & Alcohol-Related Suspected Serious Injuries
	Worst Alcohol-Related Counties, 2014-2018						
43	Steele	17	2	61	12	78	14
45	Wadena	13	3	29	10	42	13
46	Renville	12	2	31	11	43	13
47	Nicollet	11	1	51	12	62	13
47	Carlton	22	6	59	6	81	12
49	Cottonwood	10	5	21	5	31	10
50	Faribault	12	2	27	8	39	10
51	Waseca	7	2	33	8	40	10
52	Mahnomen	3	1	17	9	20	10
53	Pope	1	0	22	10	23	10
54	Sibley	12	0	46	10	58	10
54	Wilkin	1	0	18	10	19	10
54	Lake	9	4	38	5	47	9
57	Wabasha	16	4	35	5	51	9
58	Kanabec	9	3	34	6	43	9
59	Big Stone	2	1	11	8	13	9
59	Brown	15	1	30	8	45	9
61	Chippewa	12	0	18	9	30	9
62	Dodge	13	5	20	3	33	8
63	Nobles	11	5	20	3	31	8
64	Pipestone	6	3	16	5	22	8
65	Redwood	16	2	31	6	47	8
66	Pennington	11	1	21	6	32	7
67	Stevens	3	0	16	7	19	7
67	Cook	1	0	17	6	18	6
69	Mower	9	0	37	6	46	6
69	Roseau	11	3	23	2	34	5
71	Yellow Medicine	9	3	17	2	26	5
71	Watonwan	5	2	25	3	30	5
71	Koochiching	7	1	12	4	19	5
74	Rock	9	0	18	5	27	5
75	Clearwater	7	3	13	1	20	4
76	Norman	6	2	12	2	18	4
76	Houston	10	1	21	3	31	4
76	Jackson	8	1	25	3	33	4
79	Kittson	1	1	9	3	10	4
79	Murray	5	1	18	3	23	4
81	Red Lake	1	1	8	3	9	4
82	Lac Qui Parle	3	2	9	1	12	3
82	Lake of Woods	4	2	3	1	7	3
84	Marshall	9	2	9	1	18	3
85	Lincoln	1	0	12	3	13	3
85	Grant	6	1	9	1	15	2
87	Traverse	0	0	4	1	4	1
2014-2018 total		**1,903**	**540**	**7,672**	**1,657**	**9,575**	**2,197**

Worst Ranked Counties for Pedestrian Fatalities and Serious Injuries, 2014-2018

Rank	County	Fatalities	Serious Injuries	Fatalities and Serious Injuries	Rank	County	Fatalities	Serious Injuries	Fatalities and Serious Injuries
1	Hennepin	59	310	369	36	Clearwater	3	0	3
2	Ramsey	22	126	148	37	Carlton	1	2	3
3	Anoka	14	52	66	38	Fillmore	1	2	3
4	Dakota	9	36	45	39	Rock	1	2	3
5	St. Louis	8	25	33	40	Wadena	1	2	3
6	Stearns	8	22	30	41	Clay	0	3	3
7	Olmsted	9	17	26	42	Mcleod	0	3	3
8	Washington	2	22	24	43	Meeker	0	3	3
9	Wright	4	13	17	44	Waseca	0	3	3
10	Sherburne	3	12	15	45	Chippewa	1	1	2
11	Becker	3	11	14	46	Hubbard	1	1	2
12	Blue Earth	1	11	12	47	Le Sueur	1	1	2
13	Scott	5	6	11	48	Mille Lacs	1	1	2
14	Carver	1	9	10	49	Mower	1	1	2
15	Steele	1	9	10	50	Pennington	1	1	2
16	Benton	5	4	9	51	Watonwan	1	1	2
17	Beltrami	1	8	9	52	Cottonwood	0	2	2
18	Isanti	4	4	8	53	Koochiching	1	0	1
19	Goodhue	2	6	8	54	Lake of Woods	1	0	1
20	Rice	2	6	8	55	Nobles	1	0	1
21	Pine	5	2	7	56	Pipestone	1	0	1
22	Crow Wing	1	5	6	57	Renville	1	0	1
23	Brown	3	2	5	58	Swift	1	0	1
24	Douglas	1	4	5	59	Faribault	0	1	1
25	Kandiyohi	1	4	5	60	Houston	0	1	1
26	Todd	1	4	5	61	Lyon	0	1	1
27	Itasca	0	5	5	62	Martin	0	1	1
28	Polk	0	5	5	63	Nicollet	0	1	1
29	Winona	0	5	5	64	Pope	0	1	1
30	Aitkin	3	1	4	65	Red Lake	0	1	1
31	Chisago	3	1	4	66	Roseau	0	1	1
32	Cass	2	2	4	67	Sibley	0	1	1
33	Freeborn	1	3	4	68	Traverse	0	1	1
34	Otter Tail	1	3	4	69	Yellow Medicine	0	1	1
35	Morrison	0	4	4	Statewide		205	799	1,004